



## EASA Safety Information Bulletin

**SIB No.:** 2012-15R1  
**Issued:** 24 August 2012

**Subject:** **Communications - Interference on VHF on 135.97 MHz and 135.985 MHz frequencies**

**Ref. Publications:** Airbus Service Bulletin (SB) A320-31-1105 at original issue, dated 31 October 1996.  
 DGAC Recommendation Bulletin BR 2005/25(B), dated 22 June 2005.

**Applicability:** Airbus A318, A319, A320, and A321 aeroplanes, all manufacturer serial numbers.

**Reason for revision:** This SIB has been revised to add reference to a second Part Number (P/N) Display Unit (DU) that is affected by the safety subject addressed by this SIB.

**Description:** After introduction of the use of frequency 135.985 MHz at Zurich airport in 2011, some flight crews of certain Airbus aeroplanes reported interferences on VHF1 as already experienced in 1996 with adjacent frequency 135.97 MHz. The interference leads to a background noise and is therefore detectable by the flight crew.

The origin of interferences have been identified in Electronic Instrument System (EIS) 1 DU and the problem was fixed in 1996 by introduction of Airbus modification 25885 on the production line by installing a new DU P/N with an additional filter.

For in-service aeroplanes, Airbus issued SB A320-31-1105, which was classified as 'recommended' for retrofit.

Airbus in-service data following the implementation of the SB indicate that many pre-mod DUs still exist and may cause interference noise, likely resulting in increased flight crew workload.

It has to be noted that unmodified DUs held as spare can be installed as replacement on any aeroplane fitted with EIS1, due to interchangeability.

This is information only. Recommendations are not mandatory.

In 1996 only the VHF1 was identified as affected. During the 15th ICAO "Frequency Management Group" meeting held in Paris on 3/7 October 2011, the Swiss authorities reported that interferences occurred in Zurich on No.2 or No.3 VHF transceivers.

Impact on airworthiness was assessed as 'Minor', considering the 3 VHF units installed on the affected aeroplanes. In the case of all 3 VHF affected, the total loss of communication would be classified as 'Major' in the ATA 23 System Safety Assessment.

At this time, the safety concern described in this SIB is not considered to be an unsafe condition that would warrant Airworthiness Directive (AD) action under [EC 1702/2003](#), Part 21A.3B.

This SIB is issued by EASA to inform operators that interference on VHF transceivers may occur in the Zurich Airport area and to recommend the application of preventive action.

**Recommendation(s):** For aeroplanes fitted with EIS1 P/N 3906130302 or P/N 3906130402 and having to use channels 135.97 MHz or 135.985 MHz during operations, EASA recommends that operators replace the affected DUs in accordance with the instructions of Airbus SB A320-31-1105 to correct or prevent the problem.

When interferences was observed on VHF1, VHF2 or VHF3 transceivers, it is recommended to report those occurrences to Airbus.

Meanwhile, EASA reminds operators that the following general Flight Crew Operating Manual (FCOM) procedure should be applied:

"Reception of some frequencies could be noisy, on one or more VHF's. In such cases, try selecting an unaffected one."

In this case, VHF2 and VHF3 are not affected and can be used.

**Contact(s):** For further information contact the Safety Information Section, Executive Directorate, EASA. E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).

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